

Mr. MacINNIS: Does the minister know what it amounts to?

Mr. CHEVRIER: No, but I will get that in a moment.

Mr. MacINNIS: Perhaps this question will be answered when I get the answer to the other one. What economic or commercial purpose does the canal serve?

Mr. CHEVRIER: It is a connecting link between the river St. Lawrence and the Ottawa river.

Mr. MacINNIS: A connecting link for what?

Mr. CHEVRIER: For tourist traffic and for lighter craft using it during the season. Boats of a certain tonnage operate through it.

Mr. MacINNIS: How many boats went through it last year?

Mr. CHEVRIER: My hon. friend asked about the revenue. It was \$15,000. I will get the number of boats going through the canal in 1946 in a moment.

Item agreed to.

Canals service—

408. To provide for the carrying out of flow measurements and other expenses connected with the department's supervision and control over the hydro-electric power development of the Beauharnois Light, Heat and Power Company, Limited, \$2,500.

Mr. MacNICOL: It will be observed that the amount voted on canals is \$3,577,100, and not one dollar of that is for any canal in the west. I know that the minister has an inquiring mind. I have been greatly pleased with the way in which he looks after his department. I suggest to him that between now and the next session he look into the question of the canalization of the Saskatchewan river which would be a project for some future time. It is a project that should be considered. As a preparatory inquiry into the subject by the minister I would suggest that he read over the speech made by the late Sir Wilfrid Laurier, his former leader, on the opening of the St. Andrew's locks when he said that he hoped to see the day when boats would leave Winnipeg and go through the St. Andrew's locks up to lake Winnipeg and on up the Saskatchewan river as far up as Edmonton. That was a great vision. The then minister of public works endorsed what the then prime minister said, and he too planned to canalize the Saskatchewan river. It is a great river but it just runs loose. There is little shipping on it at the moment, but there should be. It is important that the matter be looked into, because at the present time there are only two low-level

railway bridges across the river between the mouth at Grand rapids and Edmonton itself. That is as far as I know, and I have been up and down it. There is one at The Pas and the other at Prince Albert. If the river is ever to be made navigable, as it should be, it is time to look into the matter so that navigation will not be obstructed by bridges at water level.

In my opinion the river should be canalized. If it were it would be one of the greatest tourist routes in the world. The river route, including lake Winnipeg, is about 1,200 miles long from Winnipeg to Edmonton. I am not just in accord with the route proposed in the days of the late Sir Wilfrid Laurier, namely, via ascending the river from Grand Rapids. I am not opposed to that being also provided, but I would suggest that the route from lake Winnipeg be by way of the Dauphin river, lake St. Martin, lake Manitoba, lake Winnipegosis and into the Saskatchewan river at Cedar lake and then on west. In his spare time when he is inquiring into what he should do as Minister of Transport for that great country, for which nothing has been done yet so far as navigation is concerned, as his estimates will show, I suggest that he inquire into the problem of the canalization of the Saskatchewan river and a water route from Winnipeg to Edmonton. It could be a profitable route. The department has ample specifications and reports on hand. The department has on its files, back to the time of the late Mr. Pugsley, the late Hon. Robert Rogers, and particularly his former leader, one of the great Canadians, none greater, the late Sir Wilfrid Laurier, reports on this project. I always refer to Sir Wilfrid Laurier's speech as a great vision. I have read the speech he made at the opening of the St. Andrew's locks and it inspired me to try to inquire into developing transportation on that great river.

As I say, there is not one dollar in the estimates for western canalization. Here is a great river the canalization of which had been planned many years ago. I am going to suggest to the young minister, not young in years but in service in the government, a minister who has an inquiring mind and, I am convinced, a desire to serve the country that, after looking into the estimates and observing nearly \$4 million for eastern canals and not one dollar for western canals, he inquire himself, because he and I and everyone else down here in the east, want to invite the support of the western provinces in the seaway canalization of the St. Lawrence waterways. We want unity throughout Canada so that Canada will rally behind the proposed St. Lawrence seaway, which will merit